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Relations of the Seamen's cause to the other departments of Christian Beneficence.

The family of beneficent institutions is both the product and the glory of the present century. Each has its assigned sphere of duty; each adopts its own mode of action; each aims to make the world wiser and better, while all generally labor in happy concert, and rejoice over their united results.

The Seamen's cause is perhaps more distinctive in its object, and mode of operations than any other one; having in view the elevation and salvation of a class of men hitherto nearly as diverse from landmen in their habits, feelings, and associations, as the inhabitants of the sea differ from those of the land. Hence to some it has appeared isolated as a single sail upon the ocean, with no connection with the rest of the busy world. But, as when the clearance, and manifest of that ship are examined, the character of her passengers, and the nature of her cargo are ascertained, as also whence she sailed, and whither bound, she looms up in

a new light, exhibiting relations wide as the sea and broad as the earth; so an examination of the Seamen's cause discloses relationship of the deepest interest, and of far reaching power.

1. First and foremost is its obvious relations to the cause of Foreign Missions.

Most of the foreign stations are in the cities and villages on the sea shore or navigable rivers, accessible to and visited by seamen. To what extent, both before and since the arrival of missionaries, seamen have been a curse there, need not now be described. More credible witnesses than common fame have often assured us that,—

“Freighted with curses were the barks that bore
The worse than heathen to a heathen shore.”

As Seamen are no negative characters they have left, and will continue to leave their footprints on every shore they tread. The flag they erect, so secures the country to the Prince of Light or the Prince of Darkness that it is not retaken without a severe conflict. According to their characters they are a curse or a blessing as extensive as their voyages

around the globe. The means therefore employed to make them good men, christian men, missionaries themselves, are not only related to the foreign missionary work, but a part of the work itself; and often no insignificant part. The pious seaman occupies vantage ground among the heathen. He comes among them as the agent of commerce. He meets them as a man, divested of the prejudice which too often attaches to the clerical office, and thus gains more favor for himself, and the message he communicates in a month, than a missionary can acquire in a year.

The inhabitants of one of the Islands of the sea readily received their first fifty New Testaments in their own language, from the hands of a Naval Lieutenant, when, perhaps, they would have refused them from clerical hands. "I had," said he, "the happiness and the honor of distributing them—yes, I will say the honor,—for if I were enabled to perform this work in an acceptable spirit before God, the angels in heaven will consider it as a work infinitely more honorable than the conquest of fifty cities, and the boon itself as far surpassing in real value the collected riches of fifty kingdoms."

2. *Scarcely less obvious is the relation of the Seamen's cause to that of Domestic Missions.*

About one-tenth of the population of the United States is in her thirty principal commercial ports. As these ports regulate the laws of trade, so to a very great extent they control the morals and maxims of the country.—A corrupt commercial city as certainly makes its surrounding country corrupt, as a stagnant lake renders its neighborhood unhealthy. Sure as the country sends its streams down the vallies to the sea, so sure the moral pollution of the sea, rectified in the cities, as they rectify whiskey into ruin-run-mad, finds its way through a thousand channels into the interior.

Thus the city fountains of impurity, principally opened and kept open by seamen become a moral pestilence to the whole land.

Let now the means employed to make them good men be multiplied;

let them be brought under the influence of well regulated Homes; the influence of the gospel faithfully preached; the influence of good associates on the land, and of good books at sea; and with a divine blessing, let them stand erect in the strength of an enobled manhood, in the beauty of holiness, and how soon are those fountains of Marah purified! "Instead of the thorn shall come up the fir tree, and instead of the brier shall come up the myrtle tree." How soon the country sympathizes with the city in its moral reform, and "how beautiful upon the mountains are the feet of him that bringeth good tidings!" In view of such a change, no wonder the evangelical prophet exclaimed, "Sing unto the Lord a new song, and his praise from the end of the earth, ye that go down to the sea, and all that is therein; the isles and the inhabitants thereof."

Thus the cause of seamen successfully prosecuted is to the cause of Domestic Missions what the exhalations from the sea, purified in the atmosphere, and poured down in showers, are to the fruits and verdure which clothe the fields and meadows.

3. *No less manifest is its relation to the cause of the Bible, and an evangelical literature.*

If the Bible is the Sun, and good books are the stars shining in borrowed light; and if the universal diffusion of that light is essential to the salvation of the human race, how important the men who in their ocean wanderings more nearly approximate omnipresence than any other class, and how intimately connected the work of enlightening them with that of illuminating the world! Every Bible and good book the sailor leaves in a dark land is a sun and a star to that land; and as seamen become examples to illustrate, and agents to disseminate the light, how rapid and radiant its diffusion!

4. *Nor is its relation to the cause of peace to be overlooked.*

Commerce is essentially pacific.—So also are its agents when imbued with the spirit, and governed by the principles of the Prince of peace.—

Whatever is done to make them such is a peace offering to the world; and a better pledge of national brotherhood than all the shouts and shot uttered by ten thousand brazen throats.

Lastly. Nor must its relation to the cause of temperance be omitted.

For as the sea is related to the land in promoting its health and fruitfulness, and general prosperity, so its loyal temperate men exert a powerful influence in behalf of a safe sobriety. Let the Master or officer, returned from a successful voyage, reciprocate the compliment of a wine proffered health by the Owner, in a glass of pure water; and let the sailor reply to the invitation to take a glass of brandy, "No I thank you Sir, I'm a cold water man!" and owners will be more careful both of their own and others' health, while men will be ashamed to offer that which neither a sailor nor a horse will drink.

The cause of temperance has no truer or more efficient friends than seamen. If they are more social than other men, and more easily influenced, they are bolder also and can pronounce a more emphatic No; and when they shall be able to control the ships they sail, as a certain drayman of our acquaintance controls the cart he drives, it is believed that those ships, like his horse, will draw water, carry merchandise, and bring to our stores and dwellings bales of wealth, but never be coaxed to draw a single barrel of rum for a beverage.

And when the relations of the seamen's cause to the other departments of christian beneficence shall be clearly seen and fully appreciated, then it will receive a deeper sympathy, more earnest prayer, a more generous aid, and exhibit proportionably glorious results.

Waft, waft ye Winds the Story.

We invite particular attention to the Report of the Marine Committee, and extracts from the Journal of Mr. J. S. Pierson, Agent of the N. Y. Bible Society.

The statements shew both the influence of the Bible on seamen, and their efficient agency in giving it a world-wide circulation: carrying it into countries inaccessible to the gospel in any other way. This feature of the work, as well as the eagerness manifested for the Word of God, is a most encouraging sign of the times.

REPORT OF MARINE COMMITTEE.

The field occupied by this Committee is the shipping of New York, the second commercial port on the globe. The extent of this field is indicated by the number of arrivals, which was, during the year 1854, vessels arriving from beyond the seas, 4,173; arrivals coastwise, 5,542—total 9,715—being 1,425 arrivals less than during the preceding year. These figures, with the addition of vessels from our inland waters, steamboats, market-sloops, barges, canal-boats, &c., would give, under the usual mode of computation, not far from 100,000, as the number of seamen and boatmen coming yearly within the reach of this Society.

In this field, there have been circulated during the past year, mostly through Mr. John S. Pierson, our Marine Agent, 1827 Bibles, and 26,312 Testaments, or 28,139 volumes; being 4,604 volumes increase upon the distribution of last year.

The following are the main items of the distribution, embracing together 1,283 vessels, though not all the vessels supplied:

234 new vessels have been presented with one or more Bibles, in large print, (with name of vessel lettered on the cover,) as a permanent supply for the cabin table, &c. Among these were 24 river and ocean steamers, some of them of large size, and requiring many copies.

158 vessels bound on long voyages around Cape Horn, or to the East Indies, have received supplies of Testaments for distribution to destitute sailors when at sea.

509 packet-ships have been furnished with small packages of cheap Testaments, in English, French, Welsh

German, &c., for giving to *emigrants* on the return passage from Europe to this country. Of these there were

204 vessels bound to Liverpool.

74 " " " London.

84 " " " Havre.

51 " " " Antwerp.

19 " " " Rotterdam.

43 " " " Bremen.

33 " " " Hamburg.

1 " " " Glasgow.

316 American vessels, bound to Roman Catholic ports, have received one or more Testaments in the proper language, for benefiting persons abroad, with whom they may come in contact—passengers, custom-house officers, &c.

42 *foreign* vessels have been carefully visited, and supplied, by sale or gift, with the Scriptures, in French, Spanish, Portuguese, and Italian.

24 grants, amounting to 2,028 volumes, (mostly cheap pocket Testaments,) have been made to captains of San Juan and Aspinwall steamers, for giving to passengers bound to California. Emigrants to Australia have received 314 volumes.

513 volumes have been granted to the City Tract Society's Missionary among seamen, to pastors of several churches for seamen, and to the Marine Department of the City Hospital, and to the Seamen's Retreat on Staten Island.

For a more full view of the character and results of the marine work, we refer to extracts from the Journal of Mr. Pierson, hereto subjoined.

JAMES W. UNDERHILL,

Chairman of Marine Committee,

November, 1855.

*Extracts from the Journal of
Mr Pierson.*

"April.—No less than thirty-two *new* vessels have been supplied this month with lettered Bibles for the cabin table, and, when proper, for the fore-castle, &c.

"May.—Fifteen vessels, mostly large clipper ships, bound on long voyages of from one to two years.

"May.—The excellent mate of the ship—, bound to Manilla, says that all the tracts, and nearly all the Testaments, came into use for the crew

last voyage. Captain H. maintained regular Sunday services, by reading prayers and several chapters in the Bible to his men. The mate of the ship *Independence* also returned from, and again bound to Manilla, says that the supplies in foreign languages were especially useful for a ship's company, embracing in its twenty-five persons representatives of eleven different nations. He thinks, that if fitted out in the same way as his friend of the ship—, (lying alongside) his captain would also have regular Sunday services at sea; and so I procured for him a stock of prayer books and hymn books, and a volume of *Bethel Sermons* from the Seamen's Friend Society. Though somewhat beyond my sphere as a Bible Agent, I thought it worth the while, at a little expense of time and trouble, to set in motion a train of influences which should give weekly for a year, to a congregation of twenty-five persons, something like the preached Gospel—a remembrancer of Sabbaths at home.

"Captain W., late of the clipper-ship *Trade Wind*, on requesting to be kept supplied with a few Testaments and tracts to use among the crew of his present ship, mentions an instance of good done on board the ship *Tartar* some years since. 'I gave out,' he said, 'the Testaments and tracts as usual, but the immediate occasion of the seriousness was the loss of a man overboard one Friday, I tried to make a solemn thing of it; had the colours set at half mast, knocked off work, and called all hands aft to hear prayers and a sermon read. There was a good deal of serious feeling, and we kept it up till over Sunday. Two men came to ask me what to do to be saved, and seemed to retain their impressions; they looked indeed like changed men, as long as they were with me.'"

"May 20.—Supplied to-day, in behalf of the Naval Committee, the bark *Release* and the propeller *Arctic*, composing the expedition about to sail to the Arctic Seas in search of Dr. Kane, with both Bibles and tracts, (the Seamen's Friend Society also authorizing me to select a library, which in

duplicate to the amount of \$40 they furnished to each vessel), and with prayer books, hymn books, &c. These last were specially requested by Lieut. Simms, commanding the Arctic, for the purpose of maintaining religious services on the Sabbath.

"Captain A., of the ship T. W. Sears, asserts, that so far from it being 'useless to attempt to do good to sailors,' (as is sometimes alleged,) 'the work among them can boast of a greater proportionate harvest of visible fruits than the work of foreign missions.'"

"May.—I still continue to employ, to the very limited extent which the character of this Society as a local organization will allow, the almost unrivalled facilities afforded by our large commerce, for making seamen bearers of the printed Truth to foreign lands. Vessels bound to Roman Catholic ports frequently have foreigners passengers, and, while lying in port, have of course visitors from the shore—workmen, merchants, government officials, &c.: the supplies for the vessel may therefore very properly include a Testament or two, with tracts, &c., in the appropriate language, for loaning or giving to such persons. Thirty American vessels have been furnished in this way during the past month, bound to twenty-four different ports, in Mexico, New Granada, Brazil, the West Indies, the Canary Islands, Africa, and the Mediterranean."

"October.—In the captain and mate of the new clipper bark——, built for the Mediterranean trade, I was gratified to find persons accustomed to assist in these distributions abroad. The mate promised his best co-operation, and urged my sending large supplies. 'You cannot send too many books.' On another bark, the captain informed me of the distribution of the Italian tracts and Testaments, which formed part of his supplies, at Genoa, and to two Italian passengers bound home to Nice and Leghorn. On another vessel, I hear of French tracts given to French vessels lying alongside in the harbor of Marseilles. On a brig returning from and again bound to a port in Spain, the report is, that the

last supplies were given to persons 'about *crazy* for them.' This reminds me that the same expression was used last May by the captain of a regular trader to another Spanish port, to characterize the reception which his Spanish tracts and Testaments met with there. He also stated that his vessel had come to be called the "*missionary ship*." I have increased his supplies each voyage, and still he has not enough.

"The last fortnight has furnished several illustrations of the facility with which this work, when seamen have once become interested in it, perpetuates and extends itself. Thus, in one case, the captain of a trader to a port in the West Indies called at the office with an order for two Spanish Bibles in expensive binding, and two dozen of the Spanish tract primer, for persons there. In another, a captain whom I used to supply some years ago, came to offer his services for distributing on his new ship, bound, with stores for the French government, to Marseilles, and perhaps to the Crimea. The opportunity was a good one, and I embraced it to send a package of French tracts for the French soldiers and sailors with whom he will come in contact. To-day, Captain R., a pious Dane, called to pay me \$2 50 received for Spanish Bibles and other books sold at Porto Rico last voyage, and to get fresh supplies for another voyage.—The following is an extract from a letter from him describing distributions in the Spanish language, at various points in the West Indies last year.

"I had not a book left the second day after my arrival at ——, and had I had double the amount, I should have had no difficulty in getting rid of them. But my last voyage was still more satisfactory, bringing me more directly in contact with a different class of people. My route lay along the coast, inside a long range of low islands. I found the people ready to receive almost any thing, if it be but different from the Catholic religion, which is in bad repute. The tracts and books have mostly gone into the interior. The two Spanish

Bibles I sold for the price you placed on them, and the rest I hope will bring their pay on the great day when all shall appear before their final Judge.'

"Sep'.—Supplied, this month, five vessels bound to the West coast of Africa. All these make trading voyages, touching and picking up their cargoes at various points upon the coast.

"Captain A., of the bark *Venus*, packet to the Dutch Island of Curacao, in the West Indies, brings an application from some of the officers of the corvette *Venus*, a Dutch vessel of war on that station, for tracts and books in that language. The captain had given them a few which were among his supplies. A good supply of all the American Tract Society's Dutch publications were sent for officers and crew."

The following extract from a letter of a pious Swedish captain to Rev. Mr. Hedstrom, of the Swedish Bethel Ship in this city, (by whose kindness I am allowed to quote it,) gives an account of the distribution, at a Spanish port, of supplies placed in his hands by myself in January.

"'I am astonished at the great hunger that is here shown after the Word of God, as also at the very great reverence and thankfulness with which the books and tracts have been received. Some of the people came back with presents of fruit; and one of them gave me an image of the Virgin Mary, to show me, as I suppose, that he was by no means without some religion. All were taken with deep interest by them; but as I am very little at home in the Spanish, I could say but little to those unhappy creatures—only sow the seed of the Word of God. * * * I gave a Spanish Bible to one of the custom house officers. When he saw what book it was, he became indescribably happy, and, with thankfulness, clasped his hands together, looked up to heaven, and praised God.'

"The good captain further expresses his 'humble gratitude in behalf of all those that have here received the Word of God,' and begs that, as opportunity offers, 'more of the Word of God' may be sent to that region;

'for if in any place the harvest is great, and the laborers are few, it is truly here.'"

"October.—The captain of the brig —, trading regularly to Angostura, in Venezuela, states that his last Spanish supplies were all usefully distributed there, and asks another outfit. Angostura is upon the Orinoco River, about three hundred miles from its mouth; and the captain informs me that there are three small steamers (one of them, the *Meta*, was fitted out by me when leaving New York last January,) navigating the river for nine hundred miles above Angostura, and bringing down the produce of the interior for shipment at that port. The officers on these vessels are generally Americans or Englishmen; and the captain thinks some of them could be interested in the work of introducing the Scriptures and tracts, in the Spanish language into the remote districts they visit.

"November.—Was warmly greeted to-day by captain C. of the bark *Minnetonka*, just returned from Madagascar and the East coast of Africa, and furnished by myself last year with a grant of Scriptures from the American Bible Society, for use in those remote regions. To quote his expression, 'everything came in just right!' The French Bibles and tracts were given mostly on the coast of Madagascar, at French trading stations; the Portuguese Bibles, though not much in demand, were very acceptable gifts to a few Portuguese soldiers at portuguese settlements on the African coast, near Mozambique and Zanzibar; and the Arabic Testaments were given to a number of Mussulman Hindoos from India, on the same coast."

"January.—I have received a most interesting letter from a gentleman whom I fitted out when going to South America, some two years ago. It is dated at a town in the interior of that continent, several thousand miles up one of its principal rivers, and the books referred to in it are Spanish Scriptures and tracts and publications, procured for him from the American Bible and Tract Societies. After speaking of the eagerness with which

tracts were sought after, by persons 'rather of the better class,' at the seaport, he proceeds—"The school books I tried to retain for up the river, as I learned that these were like precious jewels in that region; which I found to be so. Strange as it seemed to me, the fame of these books had preceded me up the river. I had in many instances, scarcely time to have the steamer moored or tied to the bank, before they would be on board, inquiring for the "*Capitan Misionario*." In fact, I was frequently annoyed with them before I had time to give directions about the affairs of the steamer. However, I endeavored to distribute the books to the best advantage, giving none to any person but such as could read. I came across several *priests* who had never owned a full copy of the Bible in their lives; so you see it *must* be the blind leading the blind; and how can it be otherwise than that both priest and people "fall into the ditch?" You may send missionaries to Asia, Africa, and the Isles of the Sea, but you cannot find a better field, or one more ripe for laborers, than this. The people are desirous of getting rid of the vile licentious priests; so is the civil government. The Indians here kill a priest occasionally, and nothing is said about it by the authorities. * * I had seen the priest at T——— so intoxicated before breakfast in the morning, that he had to be supported by a couple of men from his own house to the church, or rather mass house, to say mass for the repose of some poor creature's immortal soul. * * The primers or spelling books you sent me are doing their work.—There is one school, at least, established which would not have been, had it not been for them. These little books are the books for the rising generation. Would to God there was one in the hands of every child in beautiful South America—a country that does bloom and blossom, but is blighted by the "man of sin and son of perdition." He adds that the government tolerates all creeds, and that the governor of the province is very desirous of having a special grant from the Societies for placing

in the schools. 'He was much pleased with the books, and retained and read several.'

"The same captain, in a more recent letter says: 'I found the books were just what they needed. There have been several schools commenced which would not have been ever thought of, had it not been for these books. The people, that is, the working classes, have not money to purchase these books. Priests will get hold of them, and sometimes make a poor creature work a month for one of your twenty-five cent books.' He adds: 'I will, for some time to come, be trading up and down the ——, and its tributaries, even to their very sources in Peru,' and he offers to distribute (selling as far as possible) any further supplies that may be sent him. I may add, that grants from the proper societies, to the amount of some two-hundred Bibles and Testaments, and 30,000 pages of books and tracts, mostly in the Spanish language, have been obtained and forwarded."

"February.—As an illustration of the many ways in which the commerce of this port can be made subservient for carrying the Gospel to distant parts of the world, I may instance the supply of the ship *Golden Mirror* and the bark *Lamartine*, bound to Toulon and Marseilles. Finding these vessels loading with beef, pork, and naval stores for the war in the East, I embraced the opportunity to place in the hands of the captains, grants of French tracts, which they are pledged to see put upon vessels of war, or among the French troops embarking at those ports. The French galliot *Providence* too, bound with a cargo of rum for the army at Constantinople and in the Black Sea, carries a similar package of some ten thousand pages. The captain is a middle aged man, a frank, out-spoken sailor, who, though he smiled at the idea of his being a '*missionaire*,' accepted the charge heartily, and will. I doubt not, deal faithfully by it. On my previous visit with Bibles, he had sent for me from the fore-castle to ask for the usual ship's lettered copy for the cabin; and while I was taking a cup of coffee, which he politely press-

ed upon me, he expressed his satisfaction with the tracts I had left the preceding Sunday, and pointed out to those which particularly pleased him. The crew, as usual, received French Testaments thankfully; and one purchased a Bible."

"An interesting feature of the work of the month has been the number of foreign vessels visited, embracing eight Portuguese, one Austrian, three Genoese, five Sicilian and one Neapolitan.

"On the Portuguese vessels the same desire for the Bible, that I have so often had occasion to remark upon, has been manifested; and only the want of money to purchase, (for on all these foreign vessels, it is the standing policy not to make advances of money to the crew when in American ports, so that they may be less tempted to desert by the higher rates of wages prevailing here,) has prevented considerable sales. On the brig *Imperador*, of Lisbon, I sold three Bibles, giving also (according to my custom with foreign vessels on their first visit) a lettered Bible for the cabin, and to each of the crew who could not purchase, eight in number, a Portuguese Testament. On the brig *Jupiter*, I sold seven Bibles and gave ten Testaments. On the brig *Eurico*, the sailors purchased four Bibles, and showed much gratitude for tracts and Testaments given. '*Esta! Esta!*' cried they, as I was about to leave. Plunging down below, two of them presently reappeared with a basket of Madeira nuts, which, as their joint offering, they wished me to carry away. It was a pleasant acknowledgment.

"On the Portuguese brig *Gardina*, I found a German captain, (quite unusual,) a seriously disposed man, who embraced gladly the opportunity to purchase two German Bibles for his family, settled at Oporto. To the crew I sold twelve Portuguese Bibles.

"On the vessels from Southern Italy, the fears of the sailors, although a strong desire for the Bible was apparent in many cases, have prevented my doing much. Indeed I have felt some unwillingness to make a gener-

al bestowal of so dangerous a gift.—Severe laws against the Bible still prevail in Naples and Sicily, and are rigorously enforced; as I have had recent proof, in the case of a sailor imprisoned for possessing a Bible, at Catania, Sicily. Sailors are proverbially careless and indiscreet; and even those who fancy themselves very shrewd have, in some cases that I know of, proved themselves no match for the keen scented police of despotism, who search with special care every vessel coming from the United States—that land of perilous ideas.—I have, therefore, given the Bible sparingly and with discrimination, and have never sold nor given without faithfully warning of the danger incurred. Often I have advised against attempting to carry the Bible into port, and have confined myself to putting a single copy into the hands of some intelligent sailor who could read well, to be read aloud by him to his shipmates on Sundays during the voyage, and then, at its close, (if no other vessel was at hand to give it to,) thrown overboard. This arrangement was acquiesced in with great satisfaction, by a very timorous crew, on the Neapolitan brig —. Here the second mate took the trust upon himself—an intelligent young man, and keenly inquisitive about any books giving the arguments against the Romish system.

"On Genoese vessels, however, none of this difficulty exists. To sailors of the brig *Il Tevere*, of that port, I sold four Italian Bibles and six Testaments."

"February.—On my second visit to the Portuguese brig *Mattos Terceiro* with Bibles—my first and preparatory visit having been with tracts—I was received most cordially by the crew; one man putting his arm about me, and patting me on the back, as I stooped over my books, with an affectionate '*Bom homem!*' I sold four Portuguese Bibles, and gave to such as had not money to buy, eight Testaments."

"July.—Had most encouraging success upon a Brazilian bark of Rio, selling in three visits no less than eighty-eight Portuguese Bibles, and

fifty Testaments. Almost each one of the crew bought one Bible, several two, and the black cook six copies. A passenger also purchased; and the captain and mate took several dozen copies between them. I had the pleasure, also, of forwarding to the American Tract Society orders for more than one hundred of their bound volumes in Portuguese.

Advance Wages---The fruits.

MESSRS. EDITORS:—I am glad to see in the January No. of the Magazine a few thoughts from Rev. Mr. Sawtell on the advanced wages to Seamen. Though I am not very old in my experience with sailors, yet I can see how ruinous the system is. I ask a sailor why he does not come to the Bethel on the Sabbath? "Captain is afraid we'll run off with his boat." Why is he so suspicious of you? "Because if we can only get on shore, we can get an advance and make a voyage before the old ship is loaded." So you do not care much for your monthly wages? "No! when we get more for advance than the voyage comes to."

Perhaps nine-tenths of the sailors now in the Bay, in sight of me, would run away if they dared to. Hence the incessant watch of the Captain, mate and other officers, lest they effect their purpose, and the ship be deserted. This leads to mutual distrust and ill feeling. The moment that the advance is paid, the sailor cares not for his ship nor his behaviour. His whole mind is on "the advance" of his next shipment.

Let me see what have I seen as fruits of the system.

1st *Deception on the part of the men who hunt up crews.* A negro shipped as a sailor who did not know enough to go to his bunk in the fore-castle when his watch was out, but staid two days and nights on deck; and in a frost bitten state was ordered to bed. Several cases where fraud was practiced till the money was paid "in Advance," and then the land novice declared his ignorance, and

the ship delayed to get the deficient men.

2d. *Loss of Property.* By waste in every shape. Waste of stores, waste of utensils, waste of sailing fixtures, waste of cargo. The system leads the sailor to look on all he does as a superfluity, after "the advance" is in his pocket. What cares he if the ship goes to the bottom, all he wants is the next advance, and that is to be had if all else is lost.—I believe I can name vessels where the loss of property has been ten times the wages of the sailors, and they boast of it.

3d. *Disobedience of orders.*—The motive of obedience is gone.—Little is to be had of the ship after the advance is paid. The sailor feels that if he could only get off the ship the next hour after he gets his advance, it is a mark of shrewdness.—The Captain and other officers are a police to watch and imprison him.—His obedience is *forced*, not granted with a ready heart. Whereas could he be made to feel that he could leave the ship at any moment he pleased, that his money, yes, livelihood depended on his good behaviour and obedience, as in all other employment, the work done would be to the best, not to the least of his ability.

4th, *The Officers under the control of the Crew; not the crew under the Officers.* By this I do not mean that "irons," "pistols," and fear of "the law," does not keep a crew from mutiny. But I have seen the whole crew in such a state that the care and trouble to the officers was so great that they hardly could complete the voyage. If they wish the same sleepless nights, the same fear of personal injury, the making themselves a sea-police, keep up the advance system. It will do much to make a Captain a tyrant, and embroil his whole life. Whereas the opposite course would give him repose, quietude of mind, and lessen one-half of his cares, and that of the other officers.

Again. The influence on the character of a sailor is bad. It makes him a plotter of mischief. He lies to

get a great advance. He lies to get rid of duty. He shrinks from every care. He disregards the life and comfort of those who are about him. He becomes a characterless, degraded being, who neither respects himself nor others.

It encourages his bad habits. Under restraint while at sea, he breaks loose to a revel when free. He spends the advance like water, because he gets it in the lottery of commerce, before it is earned. It enables him to be suddenly clothed when naked; get money when destitute. It puts a luck and chance scheme at his command, instead of teaching him care, frugality and economy.

Lastly. It undoes just what Bethel labors would do for him. It hardens his heart, not softens it. Cuts him off from religious privileges.—Teaches him dishonesty and vice, not religion truth and integrity. The system is at direct variance with faith in men, and faith in God.

I believe that in this Bay, at least, one-third of my obstacles would be removed if this one great wrong was done away with. And it is no more necessary to the ship than to the farm and machine shop.

S. J. PARKER.

Chaplain and Physician.

Mobile Bay Bethel Ship,
January 9, 1856.

Mobile Bay Bethel Ship.

Although it has been very severe weather the last 25 days, yet a few have attended our services. Five or six have expressed hope in Christ, since the season opened (December 14th, 1855.) Several others are thoughtful.

Amid a few petty annoyances, I find much to cheer me. THE MOBILE BAY HOSPITAL has rendered many important aids to the sick. We have not yet had a meeting without some interest.

Cases of indulging hope.

I made no special effort to obtain these. I simply read the account of the day of Pentecost; the story of the Jailer and the case of Philip and the

Eunuch, at as many different times.

On the Sabbath, I spoke of faith, of death, of Christ. I gave a oneness to the whole in this form.

You see men converted by thousands in a day. Paul struck down at noon.

A positive change from wicked impenitence, to God's love and approval. What God did then he is ever ready to do, unless he has a special reason to the contrary. You cannot be a christian alone, do all you please. Regeneration is God's act. But he requires nerve in you. I do not want you merely to indulge a hope. I do not want you to sign the Temperance Pledge, unless you mean to keep it for life; nor leave off swearing or vice, unless for life; nor be a Christian unless for life, death and eternity.

Look at it. If you can deliberately make the everlasting covenant, then it is your duty to make it. Do not lie to the Holy Spirit as did Annanias and Saphira his wife. If you covenant with God to be a christian and break it, it is a lie to the Holy Spirit.

For a few weeks this has been the substance of truth. Under it several have expressed hope.

1st. A well educated sailor. He deceived a young girl. Refused to marry her. Fled to sea. Became a ringleader of mischief on the ship. Heard of Christ, repentance and faith. Several days struggle, as to the wrong done the girl. Thinks he is penitent. Finds difficulties. Concludes to serve the Lord, and do right on his return to his friends, be that what it may. Expresses a hope. Has had the trial of the Forecastle. Said to be quiet, and do his duty on ships faithfully.

2d. This young sailor was brought up religiously. Far away from home. Is thoughtful. Wonders why I do not notice him and talk with him. Did not know that I read him, as he sat in his seat, and that I had concluded to let God work alone in his bosom. He cannot keep silence. Comes out in a prayer meeting on the Bethel Ship. Seems to feel hurt that no christian had noticed him. Says he has felt much, and has had a hope in Jesus several days.

3d. A sailor of whom I know noth-

ing. Came to sabbath Bethel service. Goes to man the boat, so suddenly, that I do not speak to him. But my eye has read him. I go on his ship. He exclaims, "I shall never forget the Bethel Ship, Oh! how glad I am I have been there."

4th. A man is put in "irons." I see him a rowdy fellow. His eye is on me in service and prayer meeting. I know God is with him. He says to me, "Sir I never felt so before as now. There is a God and a Holy Spirit." I fear to have him indulge a hope. I see many tumultuous feelings. I am full of doubts as to him. At last he wants a Bible. Says he is happy. I conclude that God can take care of him if He sees fit. I tell him that his passions and want of self control, will make his road thorny. But Jesus can keep him. I commit him to the Almighty arm.

S. J. PARKER,

Chaplain and Physician.

Bethel Ship, Mobile Bay, Jan. 9, 1856.

Model Proclamation.

RUMOR.—There is a rumor abroad, and from personal observation I am inclined to believe it true, that intoxicating drinks are sold more boldly of late, at all, or nearly all of the old haunts where it used to be dealt out without fear or shame. Now, to you who are engaged in selling intoxicating liquors contrary to the laws of the State of New Hampshire, to the injury of your fellow men, let me say, if you have lost all regard for law and all feeling for your brother man; if you have no pity for that destitute family, whose last penny you have taken for rum, that should have gone for bread to feed those hungry children, and worse than widowed wife; if you have lost all respect for yourself and those who surround you as friends; and finally, if you neither fear God, your father, nor regard man, your brother, have some respect for that most tender spot in your conscience, your purse, for be assured all the Police Officers of the City Government have positive orders to prosecute all violations of the liquor law,

as often as they can obtain sufficient evidence against those who do sell contrary to the law.

We shall not dodge the liquor question, but continue to prosecute all violations so long as the government rests on our hands.

F. S. ROGERS, Mayor.

NASHUA, Mayor's Office,

Jan. 21, 1856.

Shipmaster's Letter to his Mother.

Sabbath keeping Ship—American and Bethel Flags—To whom the whales belong.

BAY OF ISLANDS, New Zealand,
August 7th, 1855.

MY DEAR MOTHER,—I know you will be glad to hear that, although I have not been favored in the pecuniary interests of my voyage, health and other great blessings are still bestowed upon me. I have been here about a week, and as soon as the present bad weather is over I shall sail on a six months' cruise after sperm whales. I have had much stormy weather, seen very few whales, and taken but one. The people of this small village are the most friendly I have ever seen away from home. Mrs. Ford, wife of the surgeon is a fine Christian lady. I have spent many pleasant hours at her house. She is truly a sailor's friend, as well as the Doctor and all his house. They are Episcopalians here; last Sabbath all my crew and officers marched to church in procession, carrying the American and Bethel flags. There is a great time made here about the "Friends," and her fine ship's company, so regular and well behaved. There never was, they say, such a ship in the bay. I expect to be here again in six or seven months, and hope to receive letters from home, they will reach here in three months after leaving you. At the Sandwich Islands, also, I hope to find letters, as probably I shall touch there. I hope, my dear beloved mother, your health is good, and that I shall have the happiness of being assured of it ere long. We are a Sabbath-keep-

ing ship still. I hope I shall always be enabled to do my duty, although so utterly imperfect." The Lord has still been pleased to bless me in many ways. He hath witholden some of my heart's desire from me, but if all the beasts of the field are his, and the cattle upon a thousand hills, so the whales are his also, and he can give them to whom he will. He has blessed me abundantly in times past, with success, and if he sees fit to withhold for a season, what shall I, frail creature, say. I hope my dear sisters are all well; do give them all my best love, my brothers too, and all I love, not forgetting the christian ladies, whom, I am gratified to know, are offering up prayers for us while away upon the deep.

Welcome

TO THE SABBATH KEEPING SHIP.

Lines written by Mrs. MARTHA FORD, on seeing the above ship's company going to church under the Bethel Flag.

Hail welcome ship where God is greatly feared;
Her blest arrival here our hearts hath cheered.
What pleasure filled them as the flag she wore,
Aloft to the house of God young Battin bore!
O happy youth, thy Saviour's banner own,
And he with glory shall thy brow adorn.
Would that all vessels thus would herads be
To bear the light of love o'er every sea;
That such a worthy, noble, christian crew,
Manned every ship, and both to God and man
were true!

O thus to see a christian captain land,
And with thirty sailors take his stand;
All ranged beneath the banners of the cross,
Swelling the ranks of the Redeemer's force,
To our hearts beating with intense delight,
It seemed the dawning of milenial light;
When war and hatred shall forever cease,
And all be subjects of the Prince of peace.
Farewell "Good Friends" o'er ev'ry stormy sea,
The God of Bethel shall your pilot be;
His presence crown your efforts with success,
And ever give you cause his name to bless.

For the Sailors' Magazine.

First Things

In American Marine History.

1492.—The first authentic discovery of America by Columbus; Italy having the glory of furnishing the Commander, and Spain the vessels for the enterprise.

1497-8.—The first discoverers and explorers of the Atlantic coast from Labrador to the Albemarle Sound, John Cabot and his son Sebastian.—

Of the latter it is said, "He gave England a continent, and no one knows his burial place."

1541.—The first discovery of the Mississippi by an European—Ferdinand de Soto; whose burial place was beneath its turbid waters.

1565.—The first permanently established town in the United States, having its origin in Spanish bigotry—St. Augustine.

1584.—The first formal possession of the United States, taken by the Queen of England.

1606.—The first Colonial Charter under which the English were planted in America, granting to them a belt of twelve degrees of land on the coast from Cape Fear to Halifax—except a little spot in Acadia, occupied by the French.

1607.—Three vessels under the command of Newport, 109 years after the discovery of the coast by Cabot, and 41 after the first settlement in Florida, brought the first permanent settlers to Virginia, 105 men, who founded Jamestown.

1614.—First decked vessel built in the United States by Schipper Adrian Block, on the banks of the Hudson.

1620.—The May Flower brought the first permanent settlement to Plymouth, Mass.

1620.—The first negro slaves, 20 in number, brought into the country, and landed at Jamestown by a Dutch man-of-war.

1633.—First ship built at or near Boston.

1636.—First sea-fight between the American colonists and Narragansett Indians. The latter had seized a small vessel belonging to Mr. Oldham, murdered the owner, and taken possession of all on board; when John Gallop, commanding a similar vessel of 20 tons, manned by two men including himself and two boys, standing along the Sound near Plum Island, suspected foul play on board his friend's craft, and immediately gave chase and battle. He fought as bravely as some of his more distinguished successors, and as successfully too; for of fourteen stalwart sav-

ages, it is not certain that more than one saw the light of another day.

1645.—The first regular naval combat between a vessel built at Cambridge, Mass., carrying 14 guns and 30 men, and a rover, supposed to belong to Barbary, of 20 guns and 70 men. The action lasted a whole day, when the Yankee craft took to her heels.

1645.—The first American vessel engaged in the slave trade, fitted out by Thomas Keyser and James Smith, sailed from Boston for the coast of Guinea. The public sentiment was shocked, the parties were arraigned, and the slaves restored to their native country at the public expense.

1646.—The first regular cruisers built by the New Haven and Hartford colonies to cruise on Long Island Sound to keep at bay the Dutch, and keep open communication with the settlements on the opposite shore.

1678.—The first decked vessel, of 10 tons, was launched on Lake Ontario, by the Frenchman La Salle.

1679.—He launched the first, of 60 tons, on Lake Erie.

1714.—The first American Schooner built at Cape Ann, by Capt Henry Robinson.

1750.—About this date the whale fishery assumed a regular form of maritime enterprise; and the Massachusetts colony alone is said to have had 300 vessels engaged in the business previously to the Revolutionary War.

1750.—The first vessel built of live-oak, and called the Live Oak, arrived in Charleston, S. C.

1772.—The first scene in the Revolutionary drama. Great Britain had sent soldiers to Boston, and vessels of war to Newport to enforce the odious Stamp Act and Tea Tax. A Providence Packet from New York, passing up the Providence river, on the 17th of June, refused to heave to, or heed a shot from the British man-of-war. Consequently, the Gaspe, a small schooner, with a light armament and twenty-seven men was ordered to give chase and punish the Packet for her insolent temerity.—

The chase was a very exciting one for twenty-five miles, when the packet, well acquainted with the ground, and with a lighter draught, led her pursuer out of the Channel and left her fast in the mud! Thus was verified the old stanza:—

"Ye race is not for to be got,
By him who fastest runs;
Nor ye battel by ye peopel,
That shoot ye biggest guns."

Before the tide could rise to relieve her, eight launches from Providence, manned by "stout hearts," and armed with Paving Stones, were along side. A few volleys of stones, accompanied with one discharge from a musket, entering the commander's thigh, brought the schooner's company to terms. They were put on shore, and their vessel burned. A reward of £1,000 was offered for the leader, and £500 to any person who would discover his associates, but the ignorance of the entire community on the subject continued for many years much deeper than the waters of Providence river.

1773.—The first great Tea Party. Cargoes had been sent to Charleston, Philadelphia, New York and Boston, under the impression that, tax or no tax, it would find a ready market.—In Charleston the people permitted the tea to be landed and stored in damp cellars, where it spoiled. The Philadelphians and New Yorkers compelled the ships to return to London without unloading, while in Boston they got up the first great American Tea Party. It was great for its numbers, variously estimated at from 20 to 80 men; great for the quantity of tea made, there being 342 chests poured into the Boston Harbor tea-pot; and great for its results; as being of the gun-powder kind, its remonstrances was heard, and its resolute anti-tea-tax arguments ultimately heeded.

1775. The first naval action of the Revolution was fought by the Margaretta, Capt. Moore, an armed schooner in the service of the crown, and a lumber sloop, manned by about thirty-five Yankees, armed with muskets, pitchforks and axes. Four of them brought the sloop alongside the

wharf at Machias, Me. and gave three cheers for volunteers to take the British schooner; when the above number jumped on board ready for service, and went in pursuit. During the chase, Jeremiah O'Brien was appointed Captain, and the schooner, with two other English cruisers, sent out from Halifax, it was said to capture him, were soon in his possession.

1775.—The first national cruisers. Some of the colonies, Massachusetts taking the lead, had sent out cruisers to intercept supplies for the royal troops, to procure gun-powder, &c., but it was not till the 13th of October, 1775, that Congress passed an act ordering one vessel of ten guns, and another of 14 guns; and the day after two vessels more, one of 20 and the other of 36 guns. On the 13th of December following another law was passed ordering 13 more; three of 24, five of 28, and five of 32 guns.

Seventeen vessels all told, manned by such materials as could be picked up, armed somewhat like the sloop which captured the *Margaretta*!—This the national force to contend on the high seas, with the "wooden walls" of Great Britain! The fate of those "walls," together with the sequel of these first things connected with the American Marine, makes a forty years' chapter in history, of surpassing interest; closing with the last regular action between the British and Americans, on the 23d of March, 1815, when the American "*Hornet*" proved too much for the British "*Penguin*."

A Simile.

On a certain occasion, I attended a church in a southern seaport town, to hear an evening lecture by a visiting preacher from the country. To persons at all acquainted with the southern country, it is quite unnecessary to describe the man, nor to detail his literary qualifications. Suffice it to say, he was a fair specimen of about three-fourths of his cotemporaries of the back woods. The house was full, and our parson seemed bent on making an impression. His text was,

"*Faith without works is dead.*"—Finding himself, probably for the first time in his life in a nautical atmosphere, he laboured assiduously to sink the bushman, and to appear in the borrowed garb of one intimately acquainted with seafaring phrases and pursuits. At length, after an awful pause, and scanning his audience with a look that seemed to say, "Now for it,"—he went on. "Feller mortals, 'Faith without works *ar* dead.' Now 'spose one of you *wur* in a boat, I reckon you'd look about for oars.—But you can't find but one. And with that you row, and row, and row, —and your boat goes round, and round, and round; and I reckon you wouldn't reach nowhere, no how.—Wal—Fellar mortals, that oar *ar* faith without works. And I reckon you couldn't get nowhere with one oar."

Pausing again, and looking around with a triumphant air, to witness the impression he had made, he seemed entirely absorbed in the contemplation of the mighty effort he had put forth. But, alas! for pulpit dignity! A sailor present, who had drank in every word, and longed for an opportunity to let his own light shine on the audience, broke the silence, and exclaimed,—"Blasted fresh water lubber! Can't get nowhere with one oar! Guess the fool don't know how to skull!" Any one must have been present to realize the effect of this appeal to the audience. There were not many dry eyes in the house after that, though the tears shed were not those of penitence.—*Prov. Journal.*

How to get a Farm.

About eight years ago a Dutchman, whose sole English was a good-natured "Yes" to every possible question, got employment as a stable man. His wages, six dollars and board, that was thirty-six dollars in six months, for not one cent did he spend. He washed his own shirt and stockings, mended and patched his own breeches, and laid by his wages. The next six months, being now able to talk good English, he obtained eight dollars a month; and at the end of six more had forty-eight dollars; making in all, for one year, eighty-four dollars. The

second year, by varying his employment—sawing wood in the winter, working for the corporation in the summer, and making gardens in the spring—he laid by a hundred dollars; and the next year one hundred and fifty-five dollars; making, in three years, three hundred and ninety-nine dollars. With this he bought eighty acres of land. It was wild as when the deer fled over it and the Indians pursued him. How should he get a living while clearing it? Thus he did it:

He hires a man to clear and fence ten acres; he himself remains in town to earn the money to pay the clearing. Behold him already risen a degree—he is an employer. In two years' time he has twenty acres well cleared, a log-house and stable, and money enough to buy stock and tools. He now rises apothecary step in the world, for he gets married, and with his ample, broad-faced, good-natured wife, he gives up the town, and is now a regular farmer. In Germany he owned nothing, and never could own anything; his wages were nominal, his diet chiefly vegetables, and his prospect was that he should be obliged to labour as a menial for life, barely earning a subsistence, and not leave enough to bury him. In five years he has become the owner in fee simple of a good farm, with comfortable fixtures, a prospect of rural wealth, an independent life, and, by the blessing of Heaven and his wife, of an endless posterity. Two words tell the story—industry and economy. These two words will make any man rich.—

Indiana Farmer.

Historical Sketches of Ship-Building.

The *Nautical Magazine* for December contains some curious information in regard to the history of ship-building. The writer says that the marine of England was maintained on a comparatively powerful footing up to the time of the Norman conquest, and at that day was far superior to that of any other maritime nation. Had Harold, the Saxon monarch, stu-

died more to prevent rather than to resist an invasion, and depended upon his naval resources, the conquest of England would probably never have been achieved by William the Conqueror, whose fleet bore no comparison for strength to the Saxon navy, which at the time was by some fatality dispersed, in the belief that William had abandoned his enterprise. The flotilla of the Norman adventurer is variously stated at from nine hundred to three thousand vessels, and from the number of men (about 60000) which he is known to have taken with him, it is certain that they were very insignificant in size, and could not have accommodated more than sixty-six men each—perhaps not more than twenty men each. This shows the condition of the art in Normandy at that time. But the conquest of Britain being accomplished, and both shores of the British channel coming under the same rule and so remaining for more than three centuries, the maritime spirit of the population of England was greatly stimulated.

■ In the time of Henry I., a vessel in which Prince William, son of Henry, was lost between France and England, had on board three hundred souls, nearly half of whom were ladies and persons of rank, who would require somewhat spacious accommodations. This indicates the capacity of vessels of that period. The row galley still continued to be used for war, while it became necessary to apply sails to vessels of commerce, and they began gradually to increase in importance. This change of propulsive power no doubt had great influence in improving navigation and shipbuilding, and also had its influence upon the constitution of fleets of later days assembled for the services of war. The expedition of Richard Cœur de Lion, in 1190, to join the crusade to the Holy Land, consisted of 9 large ships and 150 of smaller dimensions, and only 38 galleys propelled by oars. The Saracenic vessels of the same period, however, surpassed the English, and were able to contain 1500 Saracens, besides a large quantity of stores.

It was during the reign of the

Norman monarchs, in the twelfth century, that England put forth her claim to the "sovereignty of the seas," meaning at that time only the seas between her own domain and the continent of Europe. King John, in the thirteenth century, extended this arrogant claim, and masters of foreign ships were forced to strike their colors to the English flag, or forfeit their vessels. This "sovereignty of the seas" was maintained up to the reign of James I. Queen Elizabeth insisted on and maintained her power to refuse or grant passage through the narrow seas, according to her pleasure. In 1654 the Dutch, after a severe struggle, were compelled to submit to it, and consent to "strike their flags and lower their topsails on meeting any ship of the English navy in the British seas." This homage continued to be exacted from all foreign nations until after the victory of Nelson at Trafalgar, when the Admiralty thought it judicious to voluntarily abandon such an offensive assumption of power.

About the year 1300, the invention of the mariner's compass, by Flavio Givia, a Neopolitan, rendered long voyages comparatively easy with large sailing ships, and thus gave a new impetus to marine architecture. A similar improvement in shipbuilding has resulted from the long voyages of our own day. In 1340 a great naval battle took place between the French and English. No mention is made of galleys as forming a portion of the fleet, and the size of the ships may be inferred from the fact that 400 persons were slain in one French ship. In 1344 Edward, King of England, first enrolled the British fleet, which then consisted of 710 English, and 38 foreign ships. By this time the galley was entirely dropped by the English. The rig of sailing vessels up to this period was very simple, as there is good reason to infer that the addition of the bowsprit to the spars of a vessel was not made at an earlier date, and the complement of seamen on the national vessels consisted of seventeen to twenty persons to each vessel.

The first navigation act to encourage English shipbuilding was passed

in 1381, and discountenanced the employment of foreign vessels.— Henry IV, was very energetic in increasing the royal navy, and on one occasion the Spaniards offered him two 'carracks' for sale, one of which is described as of a tunnage equal to 1400, and the other 1000 butts. This is the first instance on record of estimating the magnitude of vessels by a standard of tunnage. It was probably based on the number of butts of wine that a vessel could carry.

Importance of a Comma.

In the priory of Ramessa there dwelt a prior who was very liberal, and who caused these lines to be written over his door:

"Be open evermore, O thou my door,
To none be shut, to honest or to poor."

But after his death, there succeeded him another, whose name was Raynard, as greedy and covetous as the other was bountiful and liberal, who kept the same lines there still, changing nothing therein but one point, which made them run after this manner:

"Be open evermore, O thou my door,
To none, be shut to honest or to poor."

Afterward, being driven from thence for his extreme nigardliness, it grew into a proverb, that for *one point* Raynard lost his priory.

Deaths in the Pacific.

On board ship Rambler of Nantucket, May 25th, Capt. John Parker, of Nantucket, with an inflammation of the brain, after an illness of four days.

Lost overboard on the Ochotsk Sea, on the 17th Sept., 1855, Samuel Freeland, of Sag Harbor, 3d officer of ship "Onward."

In the month of June, on board Wm. Thompson, Joseph Cota, a native of the Western Isles, was killed by a whale.

September 10th, 1st officer of Wm. Thompson, J. Shute of Troy, N. Y., was killed by a whale.

NAVAL JOURNAL.

Humanity on the Sea.

Sailors are proverbial as men of large hearts and generous impulses. The rough-and-tumble of forecastle life at sea abrades all those selfish specialities in human nature, which the education and employments of the shore may produce. In the pursuit of their avocation, they become habitually indifferent to the thousand perplexing trifles that curdle a landsman's life; and grow as broad and free in their judgments, impulses and affections as the blue ocean on which they rove. On shipboard, shut out from the ambitious world, and shut in with themselves and the everywhere-present sea, they are the only true socialists in existence. Their circumstances make them mutually dependent upon each other, fore and aft; and their sympathies become strong and universal, ready to gush forth at the first cry of distress. And when, into the discipline of these circumstances are interwoven principles of virtue and integrity—the sailor, whether on the quarterdeck or before the mast, is the truest and noblest of men! We admire these true sailors, and are proud that so many of them man and command our ships. They honor our flag and our race, wherever they sail. But yet, it must be acknowledged, that there are some wretched exceptions to the rule of salt water generosity. There are some hard-

hearted men who have resisted the ennobling discipline of their circumstances, and set themselves, like flint, against all those generous impulses and humane duties that belong to the sea-faring life.

Such duties and offices of humanity are obligatory on the sea-faring profession, whether they are regarded as matters of humanity, or only as matters of courtesy. *A signal of distress at sea ought always to be answered by every shipmaster.*—And public opinion should brand with infamy every Levite mariner that passes it by. It is true that such a signal may not always signify real distress. It has often been used for a trivial, and sometimes for a false purpose. Some lubberly skipper, whose mathematics are dull, or some unfortunate one, whose instruments are deranged, will signal up a passing craft, from leeward, merely to compare his reckoning. Or the inquisitor, if he is on a long voyage, may only want a dose of quinine, or “the latest news from the States.”—It may seem to be an abuse, both of humanity and courtesy, to require the free-sailing ship to haul up from her direct course, and beat the long and tedious stretches to windward, to answer the signal used for such purposes. Yet, it may be as necessary to answer this signal, as if it actually told of a starving crew, or a sinking ship. Such a use of it cannot destroy

its sacred and imperious character, whenever and wherever it is seen.

Our thoughts have been directed to this subject by looking over the Marine Reports of the present severe Winter, which abound in records of disaster and distress at sea. We doubt not that many of our readers, who have ties connecting them to the sea, are accustomed, during this tempestuous season, to scan these Reports closely, as they appear in the journals that lie fresh upon their breakfast table, every morning. And he knows little of the trials and suffering that befall a large class of his fellow men, who cultivates no interest and feels no sympathy in the perilous incidents of a sailor's life. The wail of woe, that comes up from the ocean on every wintry wind that blows, appeals earnestly to the better feelings of our nature.

On looking over these Reports, we have been struck with the *increasing indifference of shipmasters to the sufferings and necessities of shipwrecked men*, even when they lie in their very path. Poor fellows, who have been snatched from the jaws of the sea, are brought into our ports every week; and tell of their excruciating sufferings on wrecks, and how they were passed by, their cries and signals unheeded, by many unknown ships, until some good Samaritan bore down to their relief. These unknown ships, too, arrive, and briefly report how they saw a wreck, and a signal of distress, but "*could render no assistance!*"

Take a few examples from the Marine Reports of January last, as they appeared in the marine reports: Jan. 15—arrived British bark *Netheron*, from Bahia. Reports, "on 6th inst. saw a brig with signal of distress flying, but *could not get near enough to ascertain who she was.*"

Jan. 20—Arrived, brig *Putnam* from Savanilla, with Captain and crew of schooner *Emma*, from New Orleans for New York, who had been rescued from a wreck. The Captain of the *Emma*, in giving the account of his wreck, reports: "Hoisted the American flag, union down. On the

6th was passed close to by a bark who took no notice of us, although they were so near I could see a man go up and loose the topgallant sail.—7th, *was passed by another bark.*—8th, saw a brig to the leeward of us, *who tacked and stood for us*, and who proved to be the brig *Putnam*, Capt. E. W. Munday, who rescued us from our situation."

Jan. 21—Arrived bark *Buckeye*, from Accra. Reports: "15th inst., while lying to, saw a schooner with signal of distress flying; *we could render him no assistance in consequence of having lost our boats.*"—(Could no assistance have been rendered by means of the schooner's boats?)*

Jan. 21—Ship *Pocahontas*, at Norfolk, from Boston, reports: "Saw at 4 P. M. a steamship with signal of distress, but could render no assistance, *owing to the wind blowing fresh from the west!*"

As we read these reports, the question arises, Is it true that these ships "could render no assistance" to the wrecks which they saw? Did they make all the endeavors which humanity demands of them to rescue unfortunate men from their perilous fate? Is it sufficient to say that because "the wind blew fresh from the west," or, because they "could not get near enough," or, because "having lost our boats," or, because of any temporal circumstance, it was impossible to do anything to save men from perishing upon a wreck, in the highway of the ocean? Did Captain Stouffer, or Captain Creighton reason in this way?

Such reports, it seems to us, demand an investigation; and the more so, as they are getting to be of every day occurrence.

In grateful relief to such apparent inhumanity, is the marine report [Jan. 31,] of the noble conduct of a true sailor—Capt. Cameron, of the British schooner *Mars*, from New York to St. Johns, N. F.; and which demands a special record, though it is the act of a skipper of a fore-and-aft coasting schooner. Capt. Cameron reports:

* Schooner's boats gone.—Ed. Mag.

"Jan. 9, at 10 1-2 o'clock P. M., lat 40° 30' long. 68° 50', while running under a three-reefed foresail, weather very dark, and snowing, *heard piercing cries of distress!*—Wore ship, and stood toward the quarter whence the cries proceeded; firing guns, and keeping a bright light displayed in the rigging, to let the sufferers know that they were heard. Soon made a wreck which proved to be the schooner *State of Maine*, Capt. Philbrook, of and from Frankfort, for Cardenas, dismasted and water-logged. Having no boat that could possibly live in such a sea, made continual attempts to rescue the people of the wreck, by steering the *Mars* as close to it as could be done with safety, and throwing lines with running bowline knots towards the men. By this means got Capt. Philbrook on board. Another man also got hold of a line, but the noose was not secured and he was drowned. Lay by the wreck for three days, repeating these efforts to save the survivors—the weather still very stormy—the wrecked vessel's masts presenting an insuperable obstacle to laying the *Mars* alongside. Several vessels passed at a distance, under reefed sails; set American ensign union down in hope of attracting their attention, *but they kept their course!* All endeavors to rescue those remaining on the wreck, two in number, proved unavailing. At night lost sight of the wreck."

Here is a noble sailor, awake and eager to do his duty. Capt. Cameron had as good an excuse as ever was reported, for turning a deaf ear to those "piercing cries of distress," that called to him through the darkness and storm of that night. All the stereotyped and acceptable apologies for inhumanity at sea, were in his favor. The "wind blew fresh,"—he "could not get near"—he "had no boat;" and, more than this, it was pitch dark and snowing. But, like a true sailor, he struggled against every adverse circumstance, and did all that mortal power could do, in obedience to the calls of humanity.—*N. Y. Times.*

The Sailor and the Tempest.

What sorrows have been upon the sea during the late storms which have swept our sea-coast. Already a number of distressing shipwrecks have been reported, and others have occurred of which nothing has been heard. The sea has sung the funeral dirge of many from whom no tidings will ever come. How many hearts have been filled with anguish by the late storms at sea. How many wives and mothers of seamen have thought of their sons and husbands, and as the storm has raged, have pictured to themselves the condition of loved ones "far far at sea," contending with the storm, as through the "torn sail the wild tempest was streaming," and deep was calling unto deep, as the helpless sailor floated upon some fragment of his wrecked ship. But while we think of the sufferings of the sailor, and the storms which he encounters at sea, let us remember the more fearful storms which he encounters upon the land. There are tempests which toss, and frosts which chill the soul as well as the body. That frost-bitten sailor—the only survivor of the crew, who, as reported, was seen steering the vessel upon his knees, his lower limbs having been frozen during the late storm, represents well the moral condition of many of these men. In the haunts of vice they have been morally frost-bitten, so that they cannot stand up. With frost-bitten limbs some of them are attempting to steer to a quiet haven.—They need help. The Seaman's Friend Society has been formed for the purpose of helping them.

By its chaplains stationed in the great seaports of the world, it is helping, as it has the means, these disabled and morally shipwrecked men. At some of its stations, seamen are assembling in increased numbers in the chapels. Long and rudely have they been tossed in the storms which they have encountered, and which have borne them along death-struck and helpless. Who will not co-operate in saving the sailor from moral destruction?—*Congregationalist.*

Disasters.

Brig T. A. Cunningham, hence Dec. 12 for Pensacola, met a gale from the S. W.; during which was thrown on her beam ends, and while in that situation a heavy sea swept away the forecastle gangway, when the vessel came near filling; it was necessary at once to cut away foremast to right her; the foremast in going over the side, carried the mainmast with it, when the vessel slowly righted, but she became entirely unmanageable, and the sea at the time made a complete breach over her.—The T. A. Cunningham was severely strained by the hurricane, and was leaking badly when the weather moderated. On 22d the brig Josiah Jex, Capt. Munson, from New York, bound to Bermuda, fell in with her, and took off Capt. Rich, his wife and child, the mate and the crew, by means of the brig's boat.

Ship Buena Vista, of Richmond, Me., ashore off St. Catharine's Island, on the 7th, had water nearly up to her main deck, bulwarks carried away, decks swept of everything, and her sails nearly all blown to ribbons.

Ship Irene, ashore at Point Sherley, got ashore morning of the 13th on the bar. Her masts were cut away, when she drifted on Winthrop bar, between Point Sherley and Cooper Works. She lays stern on. At last accounts the tide ebbed and flowed in her, and the prospects of getting her off were not encouraging.

Schr. Sarah Victoria, from St. Jago de Cuba, for Philadelphia, came ashore during the late N. E. gales, on Sandy Point Bars and bilged.

Ship A. Cheseborough, sunk after a collision with Br. ship Invincible, was struck amidships and cut down to the water's edge. After thumping for some minutes she got clear, dropped astern of the I. and soon after sunk. The I. arrived at Hong Kong with all the crew and passengers of the A. C. and with eleven feet of water in her hold and one man missing.

Queenstown, Dec. 18. Ship Canvas Back, Clark, of and from Balti-

more, for orders, reports, Dec. 3, fell in with the wreck of the bark Florentia, from Newfoundland for Plymouth, took Capt. Sinclair, mate and second mate, with six of the crew off the wreck, and landed them at this port yesterday, the remaining part of the crew having been taken off by the Gentoo, from Quebec for Swansea.

Schr. State of Maine, of and from Frankfort, for Cardenas, was fallen in with by Br. schooner Mars, which arrived at Halifax 16th. The Captain of the Mars reports that the State of Maine was waterlogged, and after lying by her for several hours succeeded in saving the Captain. One man was lost in attempting to get on board the Mars. Two men were left on the wreck, it being impossible, from the state of the weather, to save them.

Schr. Jack Bunsbee is supposed to be the vessel which went ashore at Cape Lookout lately, at the same time that a chart was found with the name Delaware written on the back. The supposition is based on the circumstance that the keeper of Cape Lookout light on the 22d ult. found three drowned men upon the beach, supposed to have come from the wreck, upon one of whom was a letter addressed to Capt. Enoch Smith, of schr. Jack Bunsby, with instructions from J. G. Bogert, dated New York, Oct. 22, 1855.

Br. bark Thos. Ritchie, abandoned and captain and crew taken off by bark Chas. William, at Charleston.

Bark Cloelia, hence for Constantinople, reported as stranded on the Island of Andros, cleared from this port 27th October.

Bark Occident of Freeport, from Buenos Ayres for Portland, ashore at Indian Point, Parker Island, lies on a sandy beach, surrounded by rocks, and apparently has a hole in her bottom, as the tide ebbs and flows in her. She is badly hogged and strained, has lost rudder, cutwater, and shoe and her decks are broken.

Capt. Overlock, the mate and crew six in all, of brig Susan Ludwig, from Georgetown, S. C., for Newburyport,

with hard pine timber, were taken from the wreck of their vessel, no date, off Cape Hatteras, by ship Richmond from New Orleans, which took them to Havre.

Schr. Col. Lester, is stated by the New London Star to be lost on the Bahama Banks, with all hands with the exception of the steward and second mate.

Bremen, Dec. 29. The Matilda of Bath, from Savannah to St. John's capsized at sea; crew, except one man, saved by the Maria, of Boston, from New York, for Buenos Ayres, which vessel was spoken 26th Oct. by the Cæsar, arrived in the Weyser.

Schr. Ellen, abandoned on the voyage from Boston for Marseilles, sprung a leak in a heavy gale on the 20th Nov. when 7 days out, at the rate of 600 strokes per hour, which gradually increased until she was abandoned on the 22d, though the pumps were kept constantly going. When abandoned she had 2 feet 10 inches water in her.

Ship William Hitchcock, Conway, owned by Messrs. Bogart & Kneeland, of this city, was burned at sea, while on the voyage from Savannah for Havre. She left Savannah on the 24th of Nov. The information came by telegraph from Halifax, but gave no particulars. It is presumed, however, no lives were lost.

Schr. Cosmopolitan, of East Hadam, went ashore off Cape Hatteras, 26th Dec. The Captain and crew after remaining in the rigging eleven hours were taken off by some fishermen.

Ship Mary Hale, which sailed from New Orleans about the 28th of December, for Trieste, is briefly stated in a telegraphic dispatch received in the City on Saturday, to have been lost.

The schr. Eagle, Masters, hence for Bermuda, was lost at sea; captain and crew saved. Part of the crew were brought to Bermuda in a foreign vessel bound to Havana.

Brig Marda, from Boston, with ice, arrived at Montevideo, Sept. 27th,

and on the 29th, during a hard gale from the S. E., dragged upon the rocks near the Mount Video, bilged and became a perfect wreck.

Brig Rivulet, from Philadelphia for Aspinwall, went ashore Dec. 31, on one of the Keys near the East end of Cuba, and, with her cargo, became a total loss.

Brig Atlantic, from St. Domingo, for Boston, was lost lately on Long Island, Bahamas.

Brig Isabella, Sanford, from Key West for Providence, is lost on Bahama Bank.

Schr. Clara Jane, of Brookville, Me., from Barbadoes for this port, is stated in a dispatch received at Norfolk, from Chickamiconico, N. C., dated Jan. 9, to have gone ashore and sunk in the breakers.

Schr. Eliza Amanda, supposed to be lost at Cape Lookout, with all hands, was built at Forked River in 1851 and owned there.

Br. Schr. United Brothers, from Boston, for St. John's, N. F., is reported to have been recently wrecked on the coast of Newfoundland.

Bark John Stroud, from New Orleans, for New York, has gone ashore at Rockaway, where she shortly after went to pieces.

Ship Siddons, ashore on the Grecian shoal, Florida, lies wedged between two rocks, with probably her side broken in.

Schr. Fish Hawk, hence for Norfolk, and Eliza Manning, from Staten Island do., went ashore in Lynnhaven Bay during the gale 5th inst. The latter subsequently caught fire and was entirely destroyed.

Schr. Don Nicholas, from Portland 7th Dec. for Richmond, Va., was in collision with schr. Wm. Clark, morning of 27th Dec., Cheatigue Light bearing W. N. W. 25 miles, and sunk in about twenty minutes.

Schr. G. B. Sloat, of Philadelphia, from Pensacola for Key West, was lost off Harbor Island 27th Dec.

Schr. Dilks was lost on Aransas Bar, 18th Dec.

Schr. Lucy, from Aux Cayes, 7th Dec. for Boston came in contact with an unknown schooner night 1st Jan., and carried away jibboom, sprung bowsprit &c. The damages were repaired as well as the circumstances admitted, and the captain tried to work his way into the Delaware Breakwater to complete repairs, but the wind and current being adverse failed in the attempt, and on the 6th Cape Henry W. S. W. 12 miles, was fallen in with in a sinking condition by steamer, Joseph Whitney from Baltimore, who took off the captain and three men and carried them to Boston.

Barque Duque de Braganza de Lesca, (supposed Spanish) came ashore at old Inlet, little Egg Harbor, night of the 5th Jan., about one mile south of the schr. Pacific, noticed below, and went to pieces.

Barque Venezuela, Wilson, from Porto Cabello for Philadelphia, went ashore at Currituck 8th Jan., and was totally wrecked.

Schr. Sarah Victoria, from St. Jago for Philadelphia, ashore on Sandy Point Bar, went on the night of the 12th Jan., the vessel will probably be a total loss.

Schr. Hy Freeling, from Bath for James' River, was fallen in with 14th Jan., in a sinking condition (having sprung a leak 9th in a gale from N. W.) by the Schr. N. Barry, at Boston, who took off the crew, six in all, and carried them to Boston.

LIVERPOOL, JAN. 15.—Am. barque Olivia, Spall, of Yew York, from Cardiff for Savannah, became a total wreck off Cape Clear on the 9th Jan. The barque was abandoned by the master and crew when all hopes of saving her had been given up—the master having previously, to prevent the possibility of accident to other vessels, scuttled and set fire to the wreck. Crew saved. At the time of leaving the Olivia there were nine feet water in her hold, and the original damage was sustained by the

iron getting adrift in the 'tween decks.

A schooner reported the James L. Morris, where from or bound not stated, was fallen in with on the 11th Jan., with loss of sails and boat, and in a sinking condition by the brig Cronstadt, from Surinam, which took off the crew and carried them to Gloucester.

Brig Putnam, at this port from Savannah, reports, 8th Jan., fell in with schr. Emma, of Boston, from New Orleans for New York, in a sinking condition, with mainmast gone, all sails, boats and everything off. Soon after getting the crew on board it moderated, and we kept in sight of the schr. until she went down.

Schr. Mary Nile, from Norfolk 5th inst., for this city was run ashore at Barnegat night of the 12th, to prevent foundering. The captain and crew reached shore safely next morning.

Schr. Josephine, with a cargo of corn went ashore on the 13th Jan., in Gloucester Harbor, and went to pieces.

Schr. Echo, ashore at long Branch, was from Baltimore for this port, with a cargo of coal, which together with the vessel will prove a total loss.

Schr. Ellen, from Boston about Nov. 11, for Marseilles, was fallen in with 22d Nov., in a sinking condition by the ship Geo. Turner from this port for Havre, who took off all on board and carried them to Havre.

Term. Schr. Kate Brigham, at this port, from Savannah, reports: 16th Jan., fell in with the schr. Anna G. Cattell, Williams, from Philadelphia to New York, with loss of sails, spars, &c., and leaking badly; the crew (colored) were so frost bitten, as not to be able to work the vessel, and she being in a sinking condition took off the captain and crew, six in number and brought them to this port.

Brig Adeline Sprague, Smith, from Boston for Aspinwall, has been totally lost near Carthagena

New York, March, 1856.

Autobiography of a Bible.

My earliest impressions are not of a pleasing kind; indeed my whole life has been so eventful that it is difficult to say whether I have had more pleasure than pain. The first thing I remember was the giddy whirl I had on a large cylinder; then the cuffing, smoothing, and folding under a bit of ivory; then the pounding and squeezing, and the praising too when I was presented to the world and introduced into society in full dress. My first companions were an odd medley; all of whom took the liberty of being very personal in their remarks, even in my presence. Ranged in a row along the room, the first on my right was David Hume, who sneeringly told me that all my miracles were contrary to experience; hence fictitious; hence my claims to a divine origin were arrogant, and unfounded. Next stood Sir Mathew Hale, declaring, "There is no book like the Bible for excellent learning, wisdom and use." And next to him Thomas Paine, telling me that I contained more lies than pages. Then Sir William Jones declaring that independent of my divine origin I con-

tained "more sublimity and beauty, more pure morality, more important history, and finer strains of poetry and eloquence than can be collected from all other books."

On my left stretched away a row of poets;—the sedate Young, saying, "Read and revere the sacred page; a page where triumphs immortality." The godless Byron, plaintively singing,—

"Within this blessed volume lies
The mystery of mysteries;
O happiest they of human race,
To whom our God has given grace,
To hear, to read, to fear, to pray,
To lift the latch and force the way,
But better had they not been born,
Who read to doubt, or read to scorn."

The pious Pollock, adding.

"Most wondrous book! bright candle of the
Lord!
Star of eternity! the only star
By which the bark of man could navigate
The sea of life, and gain the coast of bliss
Securely."

Such were some of the companions with which I spent my time up to the day I went to sea. That day, and the manner of my going, may be worthy of record. A sailor came in dripping from the storm, saying he was going to sea, and wanted Walter Scott's Novels. "Better take a Bible," he was told, "the Novels will be poor ballast in the hour of peril."

"Right man," said he, "right, I'll take them both."

So my next berth was on board a merchant vessel, bound to Malaga for fruit. Nothing special occurred till the third Sunday out, when a dispute arose between the Captain and Mate, on the nature of man; the one insisting that he comes into the world holy and becomes corrupt by contact with the wicked—from bad example and bad education; while the other as strenuously averred that he brings with him a nature as inclined to sin as gun-powder is to burn; that every where, and under all circumstances that nature develops unholy, not because the stream falls in with a turbid current, but because its very fountain is turbid. The dispute waxed warm, and I was called to settle it.—I simply replied, "By their fruits ye shall know them." and set them to inquiring why it is the world over that every human tree bears crabbed fruit till its nature is changed by grafting. This silenced, if it did not satisfy them, and no more was said on the subject till on our return passage. We were off the Western Islands, the weather fine, and we were reeling off the degrees of longitude delightfully, when the Mate came and sat down by my side. He looked thoughtful, anxious, sad; as though he wanted to speak, but was afraid to hear the utterance of his own thoughts. So I inquired, "Is it well with thee?" "No," he replied, "it is not well; nor have I seen a well day since you settled that question between the Captain and me. I saw at a glance what has been the nature of man in all human history and experience; that a tree which in all soils, all climates, all circumstances, bears bad fruit, till its nature is changed in the manner described, must have

a bad root. I saw too, in making a personal application, that from my earliest recollection I had always been more inclined to evil than good; indeed that Satan was in me before I was big enough to lift a marlinspike; and that ever since I have been *sinning*, SINNING, SINNING, against God, and my own soul. No, it is far from well with me; I am wretched."

"The way of transgressors is hard."

"Yes, so I find it; hard in its beginning, hard in its progress, and my fear is it will be hard in its termination. O what a sinner have I been."

"Though your sins be as scarlet, they shall be as white as snow; though they be red like crimson, they shall be as wool."

"What is it you say? Your comparisons are hyperboles; you but tantalize me." "I say, 'Let the wicked forsake his way, and the righteous man his thoughts; and let him return unto the Lord, and he will have mercy upon him, and to our God for he will abundantly pardon.'"

"But how can I forsake my way when I have been going under full sail all my life, and my helm holds to that course with all the power of an iron habit?" "Arise, and call upon thy God, if so be that God will think upon us that we perish not." "I call upon God! I who have so often taken his name in vain! What can I say?"

"God be merciful to me a sinner."

"And what shall I do to be saved?"

"Believe on the Lord Jesus Christ and thou shalt be saved."

Here our interview was suddenly interrupted by the Mate's being called to the performance of ship's duty; but his soul was like the troubled sea.—All night long he was heard repeating, "Have mercy upon me O God, according to thy loving kindness; according unto the multitude of thy tender mercies blot out my transgressions.—"

Against thee, thee only have I sinned. Behold I was shapen in iniquity.— Create in me a clean heart O God; and renew a right spirit within me.”

Just after day-break a new song was put in his mouth, and he commenced singing with an unction and sweetness to him before unknown, “O that men would praise the Lord for his goodness, and for his wonderful works to the children of men.”

From this time to the end of our voyage our interviews were frequent and profitable. He ceased to do evil, and learned to do well; and a happier seaman probably never trod a deck.

On arriving in port he hastened to the house of prayer, where he addressed his sea-faring brethren in the following language: “Come and hear, all ye that fear God, and I will declare what he hath done for my soul.”

Thus passed and ended my first voyage. For my second, I went into the fore-castle, the incidents of which, both painful and pleasant, may be expected in the next No. of the Sailor's Magazine.

Incidents in the Life of GEO. HAYDOCK,

EX-WOOD-SAWYER OF HUDSON,
N. Y.

EIGHTH EDITION REVISED.

A respectable looking pamphlet of forty eight pages under the above title, is on our table.

It is a simple unaffected tale of the woes of a life of drunkenness, and the benefits and returning blessings of a reformed life, and abstinence from all that can intoxicate. In the preface, the Author gives the following reasons for the publication of the book.

First, that it may deter some from falling into the depths from which I with difficulty emerged.

Secondly, that it may encourage those already in those depths, to escape as I did.

Thirdly, that by the sale of it, I may gain a support to preach temperance as long as I live.

Fourthly, that a family too long and too much neglected, may be in part supported and compensated for the lost services of a drunken husband and father.”

The Author has lost one leg and one eye in the service of “Old King Alcohol,” and in his lectures makes a very good argument against the tyranny of this old oppressor.

In his book he has given some amusing and several touching incidents of his Lecturing life; One under the caption “The Learned Judge,” who in a two hours speech opposed the formation of a Temperance society, because it was infidel and Mahomedan, and contrary to Christianity and the Bible, and was handled by the Wood Sawers in reply, very much as some of our learned Lawyers ought to be for their sage opinions on the prohibitory Liquor Law. Some of these incidents are well calculated to stir the fountains of feeling. My little boy of eight years old was attentively listening to his mother reading the book aloud, till he could stand it no longer and burst, into a flood of tears. The proof reader too I understand, wept over the proof sheets. The Book will do no harm, is adapted to do good. It is worth a *shilling* and a perusal; copies of it may be found at this office on sale for the Author.

In the South Sea Islands twenty-five years ago, there were only forty-three missionaries, now there are a hundred and twenty. The converts in the same period have increased from forty-five thousand to two-hundred and sixty-seven thousand.



Mariners Church,
Cor. of Madison and Catharine Sts.,
New York.

We give in this No. of the Magazine a cut of the New Mariners Church, under the direction of the New York Port Society, and the pastoral care of Rev. C. J. Jones, successor of the late Rev. H. Chase.

The congregation entered the new Church on Sabbath the 23d of Dec., 1855. The pastor preached in the morning, the Rev. J. Alexander, D.D. of the Presbyterian church in the afternoon, and the Rev. S. H. Tyng, D.D., of the Episcopal church, in the evening, to crowded and attentive audiences, composed largely of seamen; but the true glory of the house is,

that God himself has condescended to make it a "Bethel," as the following report of the Rev. C. J. Jones, for the month of January, 1856, will show.

Extracts of the Report.

TO THE CHURCH COMMITTEE.

DEAR BRETHREN:

The Spirit of the living God is truly in our midst. The ice of indifference is crushing and giving way on every side. Seamen who are unaccustomed to weep have been seen sobbing like children. On the watch night men's hearts were breaking—Sin appeared exceeding sinful—Men cried to God for pardon of their sins. Eleven persons rose to ask an interest in our prayers. *Three* of those have since given indubitable evidence of a Saving change. The next Friday, again men rose to ask an interest in prayer. *Two* of that number have passed from death unto life. And such was the evidence of their change, that I administered to them and one shipmate of theirs the Communion of the Lord's Supper, on Sabbath evening at the close of the meeting, at my own house. They were anxious to consecrate themselves to Christ in an everlasting covenant before sailing. Others of that ship's crew have gone on board quite serious and have promised to live for God in that ship's fore-castle. On last Sabbath the afternoon prayer meeting was so largely attended and such evidencies of God's presence were felt, that we appointed a Prayer Meeting at 6 o'clock, before the evening service. That was a very precious season. I had given notice that I would lecture on the authenticity of the Holy Scriptures, but on seeing the state of feeling, and finding from seventy to one hundred seamen flocking to a Prayer meeting by 6 o'clock on Sabbath evening, and pouring out their cries and tears before God, I felt it would be wrong to read a lecture, and therefore after entering the pulpit I threw the lecture aside and preached from the words "How shall we escape if we neglect so great salvation!" The sermon was *impromptu*—the ef-

fect almost electric—the meeting a "*Bochim.*" On Monday *more than thirty* seamen visited me at my study at the church, besides those who visited brother Ola Helland, and almost all of them were pricked in the heart. Nine of them at their own request signed the pledge. Six have gone to London in great distress. *Two* of the number express themselves as satisfied that Jesus has taken away the burden of their sins, and are determined to live for Christ in the fore-castle. Others have been to see me at my office to-day, weeping over their sins, and express a determination to turn their backs upon the world and give all up for Christ. The crew of the David Brown finding the vessel was not going to sea till Tuesday morning, came to me on Monday afternoon and wished me to have a farewell meeting on Monday night. On consultation with brother Helland we determined to throw the Norwegian and English meeting into one. The decision was not made till *two o'clock*, and at a quarter to six a gang of seamen 6 in number came to my house to know if the meeting would commence soon. At half past 7 we had some sixty seamen present. It was one of the most solemn and precious meetings I ever attended. When an invitation to rise and ask the prayers of the congregation was given, more than thirty rose. The Lord only knows whereunto this will come. Let the members of the Board pray for us and encourage us by their presence as much as possible, and they will see for themselves that this is not the view of an enthusiast, but the solemn reality will more than confirm all that has been written above.

I have received since the 1st of this month in my study *two hundred and forty two visits* from seamen. Of these, I have conversed on the subject of personal religion, with *two hundred and four*, and have bowed in prayer with *one hundred and seventy eight*. Among these, *thirty* persons have given cheering evidence that they have passed from death unto life (*not* including some three or four Danes and Swedes who have

been brought to Christ through the efforts of brother Ola Helland.)

There are also some *sixty four* persons who are anxiously asking the way of life, some of whom have gone to sea exclaiming, 'I am determined to live a new life with God's help,' And some who have gone to sea have left behind them a testimony so unexceptionable, that if we should hear that the deep waters had closed over them for ever, we should expect to meet them at the right hand of God.

I have dispensed also twenty eight copies of "Convict Ship," eight "God speaking by facts," eleven "Cabin boys Locker," sixteen "Sailor's Companion," eighty bundles of assorted tracts and papers, thirty seven "Anxious Inquirers," nine "Seamen and Boatmen's Manual," eight "Baxter's Call," four copies of Kitto's "Biblical Illustrations," and one "Allienes Alarm."

These things need no comment. The Seed has been sown beside all waters, and we must pray and wait for the Harvest.

Fraternally, &c.

CHARLES J. JONES.

Report of Missionary Labors.

From August 1st 1855, to Jan. 1st 1856.

TO THE CHURCH COMMITTEE.

Gentlemen:—

In presenting this Report of labors performed in your service as Missionary among my countrymen and others, I feel that it is due to myself to say, that I began the work without a proper estimate of its immense responsibilities, and without any definite idea of the amount of labor requisite. I was ignorant too, of the best plans of operations, and consequently began without that systematic arrangement of time or record of labors, which experience has since shown me to be necessary. The result of which is, the Report does not tell the whole truth. This difficulty may be provided against in the future. My present system will enable me to keep a more correct record for the time to come.

With this preface allow me to state in brief that I have, during the five months embraced in this Report, been permitted to visit in my daily duties, Three hundred and fourteen Boarding houses, *not* including the calls made when inviting men to church, and to converse privately on the subject of Religion with Three hundred and twenty seven. I have visited *twenty* families, given one Bible two Testaments and *fourteen* religious books in the Norwegian language. I have obtained *seven* signatures to the Temperance Pledge. Induced *two hundred and five* persons to attend Divine worship. Prayed in private with *fifteen*, of which number *nine* were anxiously inquiring for the way of Salvation. I have been enabled to trace, as a result of my efforts, the Conversion of three precious souls.

I have attended *one hundred and forty three* religious meetings; visited *twenty three* sick persons; made *eight* visits to the Hospital and Tombs, and *six* on board vessels, lying at our wharves.

I have visited for the Sabbath school *twenty families* for the purpose of bringing back absent children. Have distributed *thirty four thousand six hundred and forty four* pages of Tracts, *two hundred and twenty five* "Sailors Magazines", and *seven hundred* Church cards. This last item may appear at first view, of but little account, and yet one incident will show, that so small a means may produce a great effect e. g. While passing through John street a few days since, three seamen in their red shirts were passing, and a card was handed to them. They proved to be Norwegian seamen, and were invited to come to the Monday evening meeting—they came; the result is that one of them gives evidence of having chosen the good part which cannot be

taken away, and there is another under deep conviction of his sinful state, and is asking after Christ and the way of life.

I cannot but express my gratitude to the Board, for the facilities now afforded for the prosecution of the work assigned me. I find the office, where seamen may be taken from their boarding houses and brought into private conversation on the subject of the souls best interest, of great value to me. These visits already begin to produce the anticipated effects.

The Norwegian Prayer Meeting on Monday evening, is already much enlarged; It now numbers over twenty members, and gives indications of a steady increase. The manifestations of the Presence of the Holy Spirit in this Meeting, is truly cheering to all who are associated with it. It is clearly evident that the Lord is about to revive his work here, and we may yet have the privilege of rejoicing over many souls who have been brought from death into life and from the power of sin and satan unto the living God through its instrumentality.

OLA HELLAND,
Missionary.

Danish Sailor Missionary.
December 31, 1855.

My dear Sir,

May grace be with you and peace from God the Father and from the Lord Jesus Christ.

I have been permitted through grace to distribute during the past year about 7,700 Religious Tracts: 500 Tracts are circulated as loan Tracts in order to promote christian knowledge among such as have an inclination to read. Oh, Lord! grant that the knowledge of Jesus may extend far and wide, and be believed to the salvation of many souls. 328 Bibles and Testaments have been sold and given away. I have preached 115

times during the past year, partly in Copenhagen and partly in Bornholm and at other places.

In Copenhagen there is a little Church consisting of 70 members, in connection with which is a Sunday School; in Bornholm there is a Church consisting of 46 members.— During the last quarter of 1855, it has pleased the Lord to bless his own work, and to give me grace to visit many vessels of various nations. I have visited the seamen in the harbors and wharfs and at other places where they frequent, and spoken to them about their eternal welfare. Not a few of them have received the Holy Scriptures, and it appears to have made impression on several thoughtless young men, and put serious thoughts into their minds. Not a few religious writings about the drinking of ardent spirits have been distributed among them, which sometimes have been refused with contempt but often they have been received thankfully. May the lord accompany these means with his blessings that on the day of the revelation of Jesus Christ they may be found to have brought forth much fruit.

After a difficult voyage I arrived at Bornholm the 19th November and landed at Ronne on the 20th. I visited several of the people of God who live in this town, and encouraged them to stand fast in the Lord. I visited also a man by the name of M— who formerly was a drunkard and gambler. Now he was lying on his sick bed. When I was here in the Spring, he came, as it were by chance, with another man to a meeting I held. His sallow looking face bore the indication of his intemperance, and at the same time, that disease preyed on his constitution. His indifference and inattention bore testimony to the little care he took of his soul. But in the middle of the discourse there was something that engaged his attention, and it was perceived on his countenance that the Holy Ghost had blown a fire into his heart. He thought however, that the voice which spoke to his conscience would soon be silent, but no; it was the voice of the Almighty which had spoken to his sinful heart,

and the righteous judgement of God weighed heavily upon his soul. Once more he would hear the word of God, and again he came to our meeting eagerly receiving every word as the hungry man eats bread. After this he came frequently to the meeting instead of frequenting as formerly the haunts of vile companions, and squandering away his hard earned money in gambling, drinking, desecrating the Lord's day, and leaving his wife and four children at home destitute of the comforts of life. He now felt the wretchedness of his former conduct, and his companions saw him no more. He showed much earnestness and sincerity, but the time allowed him to enjoy the favour of hearing the word of God proclaimed was but short. Oh, that men in health and strength might consider the grace of God in affording them opportunities of learning his holy word! Mr. M. experienced how illy he had spent his days of health; the disease which he had brought upon himself through his sinful course had now taken fast hold of him. I visited him frequently while I stayed at Ronne, which was a great comfort to him, but his illness had assumed such a character as would no doubt end in death. As I now returned to this place and visited him I perceived it would not be long before he would be summoned to appear before his judge. The next day I visited him again, but now his speech was almost gone. I knelt down by his bedside and we sent up our prayers to the Throne of Grace; he seemed pleased and felt resigned. I hope the Lord has shown mercy to him, for he was quite composed, committing himself to the Lord Jesus. In the afternoon he fell asleep in peace, and we hope he will rise on the resurrection morn to meet his Saviour and be with him for ever. He is a testimony to God's grace and longsuffering:

On the 24th I arrived at a village, the inhabitants of which are fishers and seamen. Sunday 25th, I went in the streets and the houses inviting people to come to a meeting I purposed holding in the afternoon. I spoke to them about the word of God and distributed a number of religious

Tracts. Some were enraged and would neither hear nor receive the Tracts, but others were more noble and came to the meeting, which was pretty well attended. The ungodliness of this village is great, and God's holy day is desecrated in a high degree. It is quite common to do all kinds of work and commit the most disgraceful vices just on that day. Rioting and all kinds of abominations is that to which this holy day is used; they labor for the God of this world and for such treasures which moth and rust do corrupt. A young woman at service in this village, who is a believer in the Lord, attended the meeting. When she was hired by her master she made an agreement with him that she should do no field work or other hard work on the Lord's day, and that, when it was her turn to go out, she would have permission to go and hear the word of God. When she asked leave this Lord's day to go to the meeting, her master became angry and said, if she could not be as the other servants and do every kind of work on the Lord's day, she might leave his service, he had no use for such a holy girl. Poor blind men, who thrust the people of God away from them. This man was not even so wise as the heathen Potiphar who thought so well of having Joseph in his house, and God blessed his house for Joseph's sake. All that the natural man depends upon will be burned on the last day, and he will have nothing, and Him who can give him all things, he rejects. May the grace of God dwell in your heart, Amen.

Begging a continued interest in your prayers, I remain

Yours truly in the love of Christ,

P. G. RYDING,
Miss'y.

Aspinwall Chaplaincy.

A WELL SPENT EVENING.

DEAR BROTHER:—Last evening we had a delightful prayer meeting, which was attended by several from the sea. One after another they responded to the call, and united in vocal prayer before the throne of grace.

How very precious were the moments we spent together, first in prayer, then in familiar conversation, of a religious character, then in singing, again in prayer, and so the evening passed delightfully away. There was no reserve, no stiffness, no lack of confidence; all seemed to feel that it was the hour, and the house of prayer, and almost the gate of heaven.— One had been a backslider, and had lately escaped death when the C. was wrecked on the Bahama Banks.— Fervent and heartfelt thanksgiving, were expressed for deliverance, and the covenant was renewed, while we mingled our tears and prayers, and the expressions of our gratitude before the throne of grace. All present were from the sea, and were professors of religion.

Truly Yours,

D. H. WHEELER.

Seamens Chaplain.

Aspinwall, Jan. 17, 1856.

Account of Monies,

From Jan. 15th to Feb. 15th, 1856.

Directors for Life on Payment of Fifty Dollars.

E. Ingersoll, by Olivit S. School, Springfield Mass.
(balance) amt. ack. below.

Members for Life by the payment of Twenty Dollars.

Stephen G. Ferris, by Cong. Soc., South Norwalk, Ct., in addition to articles for S. Home, 15 25

Miss Cornelia Ten Broeck, by Ladies Sewing Soc., First Pres. Ch., Hudson, N. Y. 30 00

Miss Mary T. Warren, by Ladies Seam. Fr'd. Soc., Exeter, N. H. 25 00

Rev. Hiram Eddy, by Cong. Soc., East Canaan, Ct. (bal.) 12 63

Thomas Suffern Jr., N. Y., by his father (amt. ack. below).

John L. Merrill, by Central Cong. Soc., Brooklyn, N. Y. 20 00

Deacon Noah Kelsey, by Cong. Soc., Milford, Ct. (amt. ack. last month).

Stephen A. Halsey, by Pres. Ch., Astoria, N. Y. 23 50

James A. Suydam, do. do. 23 50

Edwin W. Edwards, do. do. 23 50

Horace Whittemore, do. do. 23 50

Mrs. Benjamin P. Stone, Concord, N. H. (in part). 5 00

Moses Sawyer, by Pres. Ch. Denton, N. Y. 20 00

Rev. James B. Simmons, by Third Bap. C. Providence, R. I. 20 00

Donations.

From R. L. Stewart, N. Y. 100 00

" Ref. Dutch Ch., New-shanic, N. J. 34 00

" Stuyvesant, N. Y. (balance) 1 00

" Pres. Church, Massillon, Ohio, 5 00

" Ref. Dutch Church, Washington square N. Y. 184 48

" Broadway Tabernacle (balance) including subscriptions, 79 25

" Pres. Ch'ch, Yonkers, N. Y., 44 03

" First Con. Soc. Waterbury, Ct., 5 00

" E. J. Woolsey, N. Y., 100 00

" Wm. H. Aspinwall, do. 100 00

" Howland & Aspinwall, 100 00

" Goodhue & Co., N. Y., 100 00

" Mrs. C. L. Spencer, Widow the late Capt. W. A. Spencer, U.S.N., 100 00

" First Parish S. School, Bangor, Me., 55 00

" Baptist Church, Amity street, New York., 80 00

" First Con. Soc., Greens Farms, Ct., 26 00

" Charles Butler, N. Y., 25 00

" Samuel Cochran, " 20 00

" Friend in Brooklyn, N. Y., 3 00

" Ref'd Dutch Church, Market st., N. Y., 98 67

" First Con. Soc'y, East Haddam, Ct., 10 00

" Bleeker st. Pres. Ch., New York, 111 08

" Stonington, Ct., (bal.) 3 00

" Cyrus Curtis, N. Y., 5 00

From W. S. Gilman, N. Y.	25 00	James L. Townsend and	
" James Boorman, "	50 00	Geo. W. Jackson, by Cong.	
" George Bliss, "	10 00	Soc. in Bellville Newbury-	
" Sabbath School Pres.		port.	49 00
Ch. Mays Landing, N.		Rev. D. T. Packard, by Cong.	
J.	6 00	Soc. in Campello, amt.	
" Olivet Sabbath School,		ack'd, last month.	
Springfield, Mass.	20 00	James Patch, L. M. by Cong.	
" Ella Kibbe, Springfield,		Soc. Ashby.	20 00
Mass.	10 00	Rev. Henry L. Edwards, L. M.	
" West Pres. Church,		by Cong. Soc. in South	
N. Y.	41 25	Abington.	32 00
" Mrs. Packard, Brooklyn,			
N. Y.	10 00		
" Mrs. L. Manning, Leba-			
non, Ct.	50		
" Miss Betsey Bliss, Leba-			
non, Ct.	25		
" Eleazer Huntington, do.			
Ct.	2 25		
" E. W. Sniffen, Port Ches-			
ter, N. Y.	2 00		
" E. W. Sniffen Jr., do. do.			
to purchase Bibles for			
Seamen.	2 50		

Legacies.

Mrs. Sarah L. Mason, late of	
Kennebunk Port, Me., Wm.	
Lord Jr., and Geo. P. Jef-	
ferds, Executors.	200 00

\$2,011 14

Sailors Home New York.

Ladies Seam. Friend Soc., Concord,	
N. H., 13 sheets, 21 pillow cases,	
10 flannel shirts, 1 pair socks and	
Tracts.	
Missionary Sewing Soc., Newburgh,	
N. Y., 1 quilt.	
Ladies Seam. Frd. Soc., Exeter, N.	
H., 38 pillow cases, 5 sheets, 4	
comfortables, 15 pr. socks, 3 shirts.	
Ladies of Congl. Soc., South Norwalk,	
Ct., 11 flannel shirts. *	

Boston Seamans Friend Society.

Rev. Jonathan L. Jenkins, life	
Director, by 1st Cong. Soc.,	
Lowell, Mass.	50 89

* These shirts were received while several shipwrecked sailors were in the office applying for aid.

James L. Townsend and	
Geo. W. Jackson, by Cong.	
Soc. in Bellville Newbury-	
port.	49 00
Rev. D. T. Packard, by Cong.	
Soc. in Campello, amt.	
ack'd, last month.	
James Patch, L. M. by Cong.	
Soc. Ashby.	20 00
Rev. Henry L. Edwards, L. M.	
by Cong. Soc. in South	
Abington.	32 00

Donations.

Henry Gassett, Boston,	
Legacy.	500 00
Boston Essex St. Church.	182 41
" Central " "	134 94
" Pine " "	31 39
Woburn, 1st Cong. Soc.	29 00
Hadley Gen. Soc., 1st Parish.	5 00
Scotland, James M. Leonard,	
in full to make himself l. m.	10 00
Newton Young Ladies' Be-	
nevolent Soc. of Rev. Mr.	
Furber's Church,	10 00
Weymouth, Rev. Mr. Per-	
kins's Soc.,	19 94
Braintree First Church,	20 00
Wilmington Congregational	
Soc., books, and	13 38
Randolph Congregational Soc.	50 05
" Ladies' Missionary Soc.	
a bundle for Sailors'	
Home, valued	16 00
" Juvenile Soc. a quilt	4 00
Abington Center Church	17 02
Medway Village	4 05
Reading Bethesda Church, adl.	4 50
Leominster Evangelical Soc.,	10 09
Lowell John St. Church	78 50
From Ladies' Sewing Circle	
Fayetteville, Vt., one bun-	
dle clothing valued	5 00
From Female Reading and	
Benevolent Soc. Sherborn,	
Mass., 2 comforters, 2 prs.	
sheets, 2 prs. pillow cases,	
2 roller towels.	
From Ladies' Sewing Circle,	
Camden, Me., 1 quilt, 1	
comforter, 1 pr. sheets, 5	
prs. stockings.	
Falmouth Ladies' S. F. S.	
4 prs. pillow cases, 3 prs.	
sheets, 2 comforters.	